

Motor Vehicle Collisions in Work Zones

Table 44 shows the collisions that took place in work zones for 2001 through 2005.

Table 44 Collisions in Work Zones: 2001-2005							
	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
Work Zone Collisions	256	266	357	265	197	-25.7%	4.1%
Fatalities	6	2	2	8	0	-100.0%	77.8%
Serious Injuries	20	27	21	23	14	-39.1%	7.4%
Visible Injuries	49	49	54	42	27	-35.7%	-4.0%
Possible Injuries	120	70	132	85	71	-16.5%	3.8%
% All Collisions	1.0%	1.0%	1.3%	0.9%	0.7%	-25.4%	1.8%
Workers Injured	9	4	0	1	0	-100.0%	-18.5%

Prior to 2001, most of the crashes that have taken place in work zones have not involved workers in the construction zone. The 9 worker injuries, 2 of which were fatal injuries, in 2001, resulted from a single collision on I-15. The 4 workers injured in 2003 resulted from 3 separate collisions; 2 sustained serious injuries and 2 sustained visible injuries. There was 1 worker injured while moving cones in 2004. There were no workers injured in work zone crashes in 2005. Workers on the roadway are especially vulnerable since their attention is focused on the task at hand rather than on the traffic passing by.

Single-vehicle collisions comprised 31% of the collisions in work zones in 2005. While overturn was the predominant most harmful event in single-vehicle collisions in work zones, rear end was the predominant most harmful event for multiple-vehicle collisions in work zones.

Table 45 shows work zone collisions by road type.

Table 45 Work Zone Collisions by Roadway Type: 2005								
	Fatal Collisions		Injury Collisions		Property Damage Collisions		All Collisions	
Interstate								
Rural	0	0.0%	5	7.1%	5	3.9%	10	5.1%
Urban	0	0.0%	9	12.9%	10	7.9%	19	9.6%
U.S. or State Highway								
Rural	0	0.0%	16	22.9%	41	32.3%	57	28.9%
Urban	0	0.0%	16	22.9%	24	18.9%	40	20.3%
Local								
Rural	0	0.0%	6	8.6%	14	11.0%	20	10.2%
Urban	0	0.0%	18	25.7%	33	26.0%	51	25.9%
Total	0	0.0%	70	35.5%	127	64.5%	197	

Table 46 shows the severity of crashes by transportation district. Transportation district boundaries can be found in Appendix A.

Table 46 Collisions in Work Zones by Transportation District: 2005				
	Fatal Collisions	Injury Collisions	Property Damage Collisions	Total Collisions
District 1	0	5	19	24
District 2	0	10	14	24
District 3	0	29	47	76
District 4	0	8	16	24
District 5	0	9	16	25
District 6	0	9	15	24
Statewide	0	70	127	197

In 2005, the economic cost of collisions in work zones was \$6.5 million dollars. This represents less than 1% of the total cost of Idaho collisions (as shown in Table 4).